connecting REDMOND

Hundreds of Redmond residents, City staff, the Bicycle and Pedestrian Advisory Committee, and the Trails Commission weighed in on draft maps and policies that will connect Redmond to destinations within the City and the Puget Sound Region. The City collected input from citizens at two Open Houses, and two mobile workshops at the Overlake Transit Center and the Downtown Redmond Park and Ride.

People reviewed plans for multimodal, bicycle, and transit corridors that will be incorporated into the City's final Transportation Master Plan (TMP). They also offered their two cents on missing links in the existing bicycle system. This edition of Connecting Redmond shares the draft maps and summarizes some of the input of contributors to this process.

The Results Are In!

Bicycle System

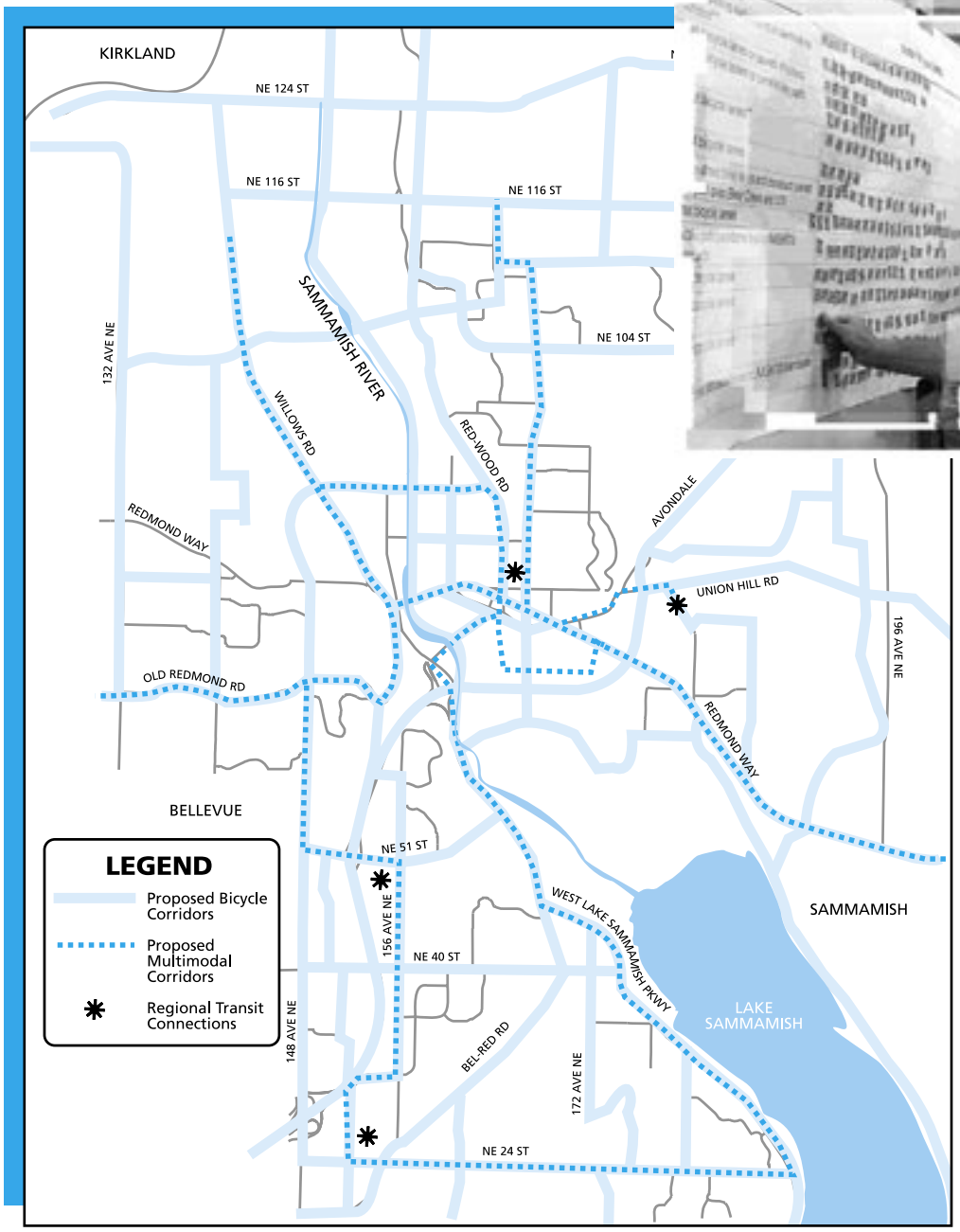
Primary Bicycling Corridors: The City of Redmond has been working to implement bicycle facilities, trails, and lanes in various parts of town. To effectively serve cyclists, however, these individual facilities need to be connected into long, continuous routes that serve Redmond destinations.

The Primary Bicycling Corridors are a way to identify such routes, and prioritize funding to complete key missing links. The corridors that we have identified represent input from City staff, the Bicycle and Pedestrian Advisory Committee, and the Trails Commission. (See map)

Missing links: In addition, we wanted the public's help in prioritizing construction on missing links in the current bicycle system. Many avid cyclists attended the City of Redmond Bicycle Open House at the first annual Cascade Bicycle Club Bike Rally on June 10 and voted on the missing links in the system that were most important to them.

These missing links were the top five vote getters:

- 103 votes – East Lake Sammamish Trail, from Bear Creek Trail into adjacent jurisdictions (add paved bike path)
- 52 votes – Redmond-Fall City Road, from Bear Creek Parkway to Evans Creek Trail and into adjacent jurisdictions (add on-street bicycle lanes or paved shoulders)
- 48 votes – 148th Avenue NE, from Willows Road to NE 24th Street (add on-street bicycle lanes)
- 45 votes – Avondale Road, from Redmond Way to NE 85th Place (add on-street bicycle lanes)
- 44 votes – Bellevue-Redmond Road, from West Lake Sammamish Parkway to NE 24th Street (add on-street bicycle lanes)



Proposed Bike and Multimodal Corridors

Multimodal Corridors

Citizens have emphasized the need to create a more balanced transportation system that provides opportunities for bicycling, walking, and taking transit, as well as driving across town. In addition, certain corridors have shown up repeatedly as important to those who cycle, walk, or take transit. The City is targeting these areas of overlap for development as Multimodal Corridors. Citizens had an opportunity to view a map of the proposed multimodal corridors and offer feedback at Open Houses and mobile workshops on June 9 and 10. (See map)

Community input during Connecting Redmond events also stressed the importance of direct local transit service. Citizens have told us that local transit should be more time competitive with auto trips for making connections in Redmond. A goal of the Transportation Master Plan (TMP) is to designate corridors where local transit service improvements could occur. The corridors will provide a starting point for King County Metro and Redmond staff to allocate service that is more frequent and direct. The corridors also offer direct travel between major destinations within Redmond.

Following are some of the comments we received from transit users on the proposed Multimodal and Local Transit Corridors:

- The Overlake Transit Center should have a direct connection to Redmond Town Center to allow for midday errands. Commuters who ride Sound Transit routes to Overlake for work do not have a car in Redmond and would like a more frequent connection to make errands possible. Many people borrow cars from their co-workers to make trips during the day.
- Microsoft employees using the Overlake Transit Center are satisfied with the existing commuter van service that takes to them to the front doors of their buildings. Most commented on the need to expand the service (METRO enhanced or commuter van) to

downtown Redmond and the retail area along 148th Avenue NE and NE 24th Street.

- Commuters who used bicycles to make connections to local destinations emphasized the importance of pathways and on-street bicycle lanes to major employment centers in the Overlake area. The transit/bicycle commuters also highlighted the need for additional racks on the Sound Transit vehicles during the peak hour.
- Transit riders who use the existing METRO routes suggested that buses in congested corridors should have priority during rush hour to keep on schedule.
- Most people were supportive of the multimodal corridors concept. They welcomed the idea of making roadway crossings and sidewalks safer for pedestrians.
- Most of the transit riders who were waiting at the Downtown Redmond Park and Ride Lot for the 256 connection to Education Hill, including seniors, teens, and commuters supported 166th Avenue NE as multimodal corridor. Likewise, they championed the idea of more frequent service from their neighborhood to the Downtown Redmond Park and Ride. All expressed willingness to walk a few additional blocks for more frequent service.
- A manager from the new Marriott at Redmond Town Center identified the need for service between Redmond Town Center and Downtown Redmond for employees and guests, as well as the need for service from the Downtown Redmond Park and Ride to Issaquah.
- People waiting for local transit connections from Sound Transit routes talked about the importance of more frequent peak hour service from the Downtown Park and Ride to destinations along Avondale Road and a few more stops along the corridor at nightfall.
- A few comments suggested that Redmond routes take advantage of the "my bus" GPS program, which allows transit users to log onto the web to find out the actual departure time of the next bus via a global positioning satellite installed on the bus. That way, if a bus is behind schedule, transit riders do not have to wait outside in rain for the bus to arrive. The people who suggested the program used the system in other areas and found it very helpful when using a route for short trips.